From:

To: EDF Sizewell Stage 3 Consultation

FREEPOST SZC Consultation

Date:

Dear Sir/Madam

**Melton-Bromeswell Footpath Rail Crossing (ID SWC27) and 11 Others**

I am writing to you to oppose the proposed closure of this rail footpath crossing and the 11 others so threatened, for the following reasons:-

* The marine-led supply option, which was included in earlier consultations but has now been abandoned, needs to be re-opened by EDF - this would avoid many of the problems county-wide arising from the Road-led and Rail-led options and would be the least environmentally damaging.
* The closure of the 12 footpath crossings is totally unnecessary.   Sizewell C is being used as an excuse to implement Network Rail's flawed policy of closing all footpath rail crossings and is not required for the few extra trains being proposed.
* I especially oppose the closure of the Melton-Bromeswell Pedestrian Crossing (ID SWC27) which is a major amenity used frequently (much more so than the derisory 6 users per day claimed made by EDF).  The path is used by children socialising between the villages, many walkers, runners and cyclists and by visitors from Woodbridge and further afield attracted by the circular walk up the River Deben made possible by this crossing. These users also provide valuable support to the village pubs and other amenities.
* Crossing ID SWC27 is not a safety risk - the track is straight for 1km either side of the crossing so visibility is perfect and trains are running slow as they are between nearby Melton station and the next road crossing.  There have been no known "near-misses" at this crossing.
* The five solution "Options" proposed by EDF for crossing ID SWC27 are either flawed or are unacceptable. One closes the path altogether which is wholly unacceptable, a second is unworkable as it proposes to put the path under a bridge which is flooded at high tide and the three others are more dangerous as they force pedestrians onto a road which is busy, in particular with large tractors and multi-wheel trailers serving the local farms.

I believe it will be safer, simpler and better for all that you put in place suitable warning lights and/or discreet audible warning alarms, make-up the crossing surfaces to rail level and improve the surfaces of the approaches to help prevent people from falling or slipping.

Yours faithfully